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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	Bulgaria	REPORT	
SUBJECT	Construction of New Airfield at Kamenets	DATE DISTR.	7 January 1955
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This is UNEVALUATED
 Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
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Location and Description of Airfield

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1. In the Spring of 1953 construction was begun on an airfield between Kamenets (N 43-20, E 25-01) and Letnitsa (N 43-18, E 25-04), Pleven Okoliya. The airfield is one kilometer south of Kamenets and one kilometer north of Letnitsa. The old Kamenets-Letnitsa highway, which bisected the new airfield, has been closed and a newly-constructed highway passes approximately one kilometer north-east of the airfield. A railroad line leading into the north side of the airfield from the Letnitsa railway station has also been built. A concrete road, 60-70 meters wide, parallels both sides of the main runway.
2. The new airfield is approximately three kilometers long and from one to one and one-half kilometers wide, and lies in an east-west direction. The main runway is three kilometers long and 120 meters wide.
3. Concrete taxi strips connect the main runway at intervals with the concrete roads paralleling the main runway. Between the taxi strips camouflage stalls (hard-stands) which hold one aircraft are being constructed. The camouflage stalls are 8-10 meters high and approximately 15 meters long. They are constructed of earth, with grass growing on top. Beside each camouflage stall tunnels are being excavated. The tunnels are 5-6 meters long, 1½ meters wide, two meters above ground and 1-1½ meters below ground. There are steps and doors at each end of the tunnels.

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Construction of Runway and Taxi-Strip Beds

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4. Sand, pebble and cement are used in the construction of the runway and taxi-strip beds. First, the beds are excavated to a depth of 40-45 centimeters. Twenty centimeters of coarse sand are put into the bed, followed by 20-25

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#")

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centimeters of cement mixed with sand and pebble. The cement is poured in blocks of three square meters and the space between the blocks is filled with asphalt.

Airfield Buildings

5. Barracks and other buildings are being constructed along the north side of the airfield. These buildings are constructed of brick.

Equipment Used in Construction of Airfield

6. The following equipment is being used in construction of the airfield:
- 10-12 concrete mixing machines;
 - 50-60 machines for moulding concrete blocks (stampers);
 - 6-7 bulldozers (earth movers or excavators);
 - 36 Opel Blitz and Renault trucks of 3½ ton carrying capacity;
 - 1 Astrofiat truck of 5 ton carrying capacity;
 - 1 ZIS truck of 4½ ton carrying capacity;
 - 4 Tatra trucks of 12 ton carrying capacity;
 - 3 rollers; and
 - a narrow-gauge railway with 12 cars for transporting construction supplies and equipment.

Construction Personnel

7. Only Trudovaks are being used in construction of the airfield. In October 1953, there were between 3,500 and 4,000 Trudovaks employed there, plus an unknown number of technical experts and engineers attached to the Trudovaks and Air Force. There were no civilian engineers or technicians. Informant does not know whether the USSR has anything to do with the construction of the airfield, but no Soviet personnel were observed during the period of informant's employment at the field.

Work Schedule

8. The Trudovaks work in two shifts, each shift being from 8 to 10 or even 16 hours. Informant's unit, which was charged with unloading cement, pebble and similar supplies, worked not more than 8 hours per day. The Trudovaks are given only one day's leave each 15 days, thus there is always one shift working each Sunday.

Security

9. The airfield construction area is controlled by Trudovak guards 24 hours a day. Peasants and other unauthorized personnel, even shepherds, are not permitted in the area.

Schedule and Progress of Construction

10. According to original plans, the airfield was scheduled for completion in the autumn of 1954. As of October 1953, 1½ kilometers of the main runway had been completed, together with the taxi-strips along that portion of the runway. Also at that time, construction had begun on the barracks and other buildings along the north side of the runway.

Trudovak Units Engaged in Construction of Kamenets Airfield

11. The Trudovak units engaged in the construction of the Kamenets Airfield are attached to Trudovak Battalion [redacted] headquarters at Lovech.

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- a. Trudovak unit [redacted] stationed at Kamenets from April to October 1953, when it moved to Troyan. While at Kamenets, the unit was engaged in unloading materials for the construction of Kamenets airfield, and was quartered in barracks near the airfield. [redacted] this unit [redacted] had a strength of 250 men. 25X1
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- b. Trudovak unit [redacted] stationed at Svishtov. This unit was engaged in extracting sand from the Tundsha River to be used in the construction of Kamenets airfield. 25X1
- c. Trudovak unit [redacted] stationed at Lovech. This unit was engaged in extracting and preparing pebble from the stone quarry near Lovech, to be used in the construction of Kamenets airfield. 25X1

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